

[IMPORTED]
A
PHI BETA KA
J
BY WILL
GENTLEMEN:
A political disco
out of place at a c
groves. Neverthe
a prince brought a

to the learning and the forces and ton not obscure, cannot any place, be unhe regards universal p of human life.

Nations are intel for the ends of the provement of mank decline. Their phy obvious, always att tainly we cannot te rial condition of o said Burke, sadly, of Commons, just think I can trace a try to the single so ily before our eye well-connected, and the whole of our d

Trace on a map of the United States, as the map of Versailles, in 1793, Great Britain abridges the North American locked up against the only possible regions and the Spain, while retaining the Mississippi river to the time assigned the as the southern and thus shut them or otherwise to the how the massive Mountains traverse to south, dividing one rich in agricultural markets; and the

and markets, but with commerce. Were not confining the United States would probably be them inevitable, on the whole and each becoming a formidable Atlantic Power jealousies. They largely divided the them. The United States maritime nation, and make that hemisphere also independent of foreseen. A British American Colonies said to his country grow faster from its spread from family villages to nations. The United States

betook themselves
broad realm lay un-
nished themselves w
to the adventurous
under the Poles, t
European ports as
wards, their well-c
a season of general
carriers for the wor
a moment the impo
sition on the coast.
of the Province of
along the western b
wisely sold a posse
to defend, to the U
twenty years after t
ed the exclusive na
and, descending fr
lished themselves o
Mexico. Spain so

that coast, east of the United States, surrounded by the United States. She therefore, for a long time, and retired to the sea coast of the United States, to begin at that river, and around the Peninsula, to terminate at the State of California.

The course of the United States was exhausted by the Colonies, inspired by the States, and sustained by independence, and entered into treaty with the Republic of the United States.

But the United States passage from their own ocean. The new United States necessarily have come with the inland river trade ramifying the

basis for commerce
firmest possible in
there was in the co
for a model, nor an
ject one. The rail
been perfected in E
the United States.
alone had adequa
consideration and so
it not only disavow
claimed the power
ments. Private c
great national enter
convinced of the w
works within their
wholly or in part us
them by other State
they should be use
equally or more ben
or neglected to join
over, the project

the only source of direct taxation—the Government—and that, at home or abroad, he comprehended the need of a way through the State of New York, to, although some great enterprise with other States, according to conviction, co-operated. By the navigation of Chesapeake Bay, Maryland at the way of Columbia to the Chesapeake Bay, by canals, also, with the Delaware alternating railroad, the Ohio river and we have opened a new path to Philadelphia and New York.

Delaware with those we have given access to the Hudson to two of the States of Pennsylvania. By canal navigation of the Hudson plain and its outlet to Montreal. We are now opening the Hudson to Lake Ontario near its eastern terminus. We have opened one from the Hudson to the lake on that lake and the Hudson, made an improvement, made a canal on the opposite shore from Lake Ontario to the Hudson connected the Hudson branch of the Susquehanna of the Chenango, and its tributaries through the Hudson also uniting the Hudson to the Hudson a tributary of the Mohawk of the Genesee. Our

the trade gathered
channels, while it
with Lake Erie at B
great lake are the h
same system. Cann
the State of Penns
Erie; the Ohio river
nati, with Lake Erie
and again the Ohio
with Lake Erie, thr
basin. Lake Super
even internal comm
with the other grea
Falls of St. Mary; s
the Illinois canal u
extensive system I
Mississippi. Thus, i
artificial, we have n
navigation of the S
opened a complete c
and traffic between

and New York, Philadelphia, and the Atlantic. The canals are five thousand miles long, and inland coasts thus the principal channels of commerce.

Railroads constitute the most important improvements, at once the most comprehensive. By the aid of them, cities, or, of, are in the interior of the principal resorts of the coast of the Gulf of Mexico, Boston, New York, Norfolk, Charleston, and so on. Again—railroads from the coast inland through the interior of the country.

